

## NEWS FROM THE FARRIER WEST

## SHIPS FOR ALASKA TRADE

More Than Forty Vessels Already Engaged at Northwestern Ports.

## MAJORITY OF THEM FLY AMERICAN FLAGS

More Ships Will Be Needed Later—Capacity to Carry 14,500 Passengers Is Not Enough—Names and Tonnage.

PORTLAND, Ore., Jan. 19.—(Special).—A fleet of forty-three steamships is already engaged in or reported under engagement for the Alaska trade out of northwestern ports. The total net tonnage of this big fleet is 41,512, and the estimated carrying capacity at least 14,500 passengers. Eighteen of these steamships, with a total registered tonnage of 18,641, and with accommodations for 6,500 passengers, are under the British flag, and the other twenty-five, with a total net tonnage of 22,871 and accommodations for 8,000 passengers, will fly the American flag, indicating that, when the number of ports is considered, the Canadians are a little better equipped for business than the Americans.

At first glance, it would seem that the transportation business was in a fair way to be overdone, but if the Klondike business comes up to the expectations of even the conservative railroad and steamship men, instead of being too many boats there will not be enough to handle the crowds when the rush is at its height. The number of people who are regarded as "booked" for this migration is variously estimated at from 100,000 to 300,000, and if the rush is proportionately as great as the 1890 gold excitement, the latter figure is not far out of the way. Reducing that to 150,000, which is the figure generally estimated by the conservatives, and it will be seen that a blockade is almost inevitable, unless more steamships can be secured. Some of the fleet enumerated below are fast and some of them slow, but, taking the average right through the list, and allowing for delays and occasional layovers for repairs, and about two round trips per month is the best they will do. This would enable them to transport 30,000 passengers per month.

## SLOW IN GETTING STARTED.

Quite a number of these steamships—in fact, the largest ones—are yet some distance away and the entire fleet will not be on the route until after March 1. The steamships now on the route and available before March 1, up to that time, will not handle, in addition to the local traffic from the coast, more than 10,000 people, leaving a matter of 140,000 people to be moved north after March 1. As it will tax the steamships herewith mentioned to their limits to move these people by July 15, it will be seen that not more than half of the crowd can be moved before the early as they would like to, and there will need to be less passengers or more steamships than is now figured on, or Oregon, Washington and British Columbia will have an immense floating population hanging around all summer.

The appended list, as far as passenger capacity is concerned, is not official, but is gleaned from the best sources available up to the time the steamships reach the new field and come under northwestern inspection laws. A few of the steamships mentioned are perhaps estimated too high, while the capacity of others may be greater than is herewith given, but on the whole the list is not far from correct. Two or three of the smaller steamships, like the Canadian, Capitan and Sigard, are regular freighters, but in emergencies can be pressed into the passenger service to a certain limit.

## NAMES OF VESSELS.

Name	Tons	Passenger
American steamers:		
Willamette	1,000	1,000
Oregon	1,842	600
Morgan City	1,756	600
Quebec	1,672	600
Caracas	1,592	600
City of Columbia	1,253	400
Victorian	1,180	300
Valencia	1,188	300
Corona	998	250
Portland	914	200
City of Seattle	912	200
George W. Elder	1,225	450
Alki	885	250
City of Topeka	720	250
Cleveland	720	250
Santa Cruz	630	150
Humboldt	630	150
Santa Nevada (ex-Hawley)	319	100
Paragon	357	150
San Francisco	357	150
Brickham	401	200
Rosalia	227	200
Protection	227	200
Alliance	214	150
Canadian steamers:		
Belmont	2,923	850
Scythia	2,907	850
Tartar	2,788	850
Athenian	2,788	850
Bristol	1,574	500
Jubilee	1,574	500
Atlantis	1,574	500
Garrone	942	250
Amur	870	250
St. Louis	870	250
Joan	870	250
Danabur	563	250
Cutch	380	200
Tees	331	150
City of Seattle	331	150
Capitain	220	100
Capitain	220	100
Willapa	220	100
Totals	41,512	14,500

Opera singers and public speakers can keep their voices clear and strong with the family remedy, Dr. Bull's Cough Syrup.

## UTAH FLOUR FOR HONG KONG.

Shipment of Fifty Thousand Pounds Being Made as a Sample.

LOGAN, Utah, Jan. 19.—(Special).—Two milling companies of this city are loading upon their cars 50,000 pounds of choice flour of their manufacture, which will be sent from here to Hong Kong, China, as a sample shipment of Utah flour. Ever since last spring the different milling establishments of the state which turn out first-class flour have been working together to secure a good market for their products. At the time the sailing of the steamer to Hong Kong, a rate of 45 cents per 100 from Utah points to Hong Kong was secured and then the question of making a sample shipment of flour was considered. It was thought best to ship it all from one place, so Logan was decided upon, and the two mills here selected to furnish the entire shipment of 50,000 pounds. If the sample proves satisfactory, and there is every reason to believe that it will, the millers will be able to dispose of 80,000 sacks per month in this market.

## DEMAND FOR STERLING MEMORIAL.

Three Hundred Copies Already Subscribed For.

ABERDEEN, S. D., Jan. 19.—(Special).—The Sterling Memorial Book association is meeting with flattering success in the canvass for subscribers. Secretary W. C. Foster reports that over 300 volumes have already been subscribed for of the higher priced issue, and the demand is increasing. The work will contain over three hundred pages, with a fine steel engraving of Hon. W. B. Steiwer in the frontispiece.

The booming frontier town of Eureka is credited with doing an immense business during the past year. During the period August 1 to December 31 there were shipped 1,402 cars of wheat and 175 cars of flax, a total of 1,577 carloads, which is equivalent to not less than 1,025,000 bushels of grain. From January 1 to December 31, 1897, there were shipped 137 cars of cattle, forty-eight cars of hogs and twenty-six cars of sheep, a total of 231 cars of stock. There was also shipped 95,797 pounds of wool, 495,000 pounds of tallow, 100,000 dozen eggs. The receipts were 173 cars of coal, sixty-seven cars of farm machinery, fifty cars of flour and 375 cars of lumber.

## SUSPICIOUS OF NEW GAS COMPANY.

Sioux Falls Council Demands a Guarantee.

SIOUX FALLS, S. D., Jan. 19.—(Special).—It is now almost certain that the city council will require of the Chicago Gas company, which asks a franchise, that gas be delivered to consumers at \$1 per thousand and that it put up a \$100,000 guarantee of its ability to do as it promises. The company is represented locally by C. M. Harrison, whose good faith is not questioned, but there is among the people much doubt as to whether the company makes the proposition in good faith. Some have asserted that the company is planning to get the franchise in order to sell its privileges to good advantage to the old company now selling gas at \$2 per thousand. The new company is the same as that which the franchise the other day at Des Moines, Ia., unless it put up a cash guaranty of \$100,000, that it would furnish gas at 75 cents per thousand, the guaranty to go to the city in case of failure.

## Aberdeen Local Items.

ABERDEEN, S. D., Jan. 19.—(Special).—The third annual reunion of the Scottish Rite Free Masons for the Valley of Aberdeen opened in the Masonic temple Tuesday evening. It is expected that a class of at least twenty will take all the degrees from the fourth to the thirty-second inclusive, while many others will take the position of them. Several prominent members of the order are present from Minneapolis, Webster, Andover, Huron, Sioux Falls, Fargo and other important points.

Articles of incorporation of the "Out of Sight" Manufacturing company have been filed at Pierre. The incorporators and stockholders are: Charles Anderson, secretary; Walter R. C. Smith, president; H. Grabbe, treasurer; and others. The company is located in Aberdeen and Groton. The capital stock is \$10,000 and the headquarters and factory of the organization are in Chicago. "Out of Sight" is a company of men who are engaged in the manufacture of goods for the market.

## Walker Gets the Land.

CHAMBERLAIN, S. D., Jan. 19.—When the Sioux reservation was thrown open to settlement the government reserved the lands occupied by the old agency buildings at the site of the abandoned lower Brule and upper Cheyenne agencies. A time patent to one lot of the land was issued by the government to the Episcopal church society. It was the desire of the church people, however, that Rev. Luke Walker, the resident pastor, should have the land, so the patent and a relinquishment for the land were forwarded to the secretary of the interior at Washington, with the application of Mr. Walker for the entire tract, which embraces nearly 200 acres of fine land. The local office of the interior department at Chamberlain has accepted the relinquishment to the land and accepted the patent which had been issued to the church organization. Notice is also given that the land embraced in the relinquishment by the former order is restored to the public domain and that simultaneously the land has been allotted to Mr. Walker by the interior department. The land is also claimed by a homesteader named Miller.

## Turns His Attention to Farming.

CHAMBERLAIN, S. D., Jan. 19.—(Special).—J. M. Greene, ex-chairman of the republican state committee, who was one of the pioneer business men of the city, and who is well known throughout the state and northwestern part of the country, has turned his attention to farming. He has been identified with the advancement and welfare of the city. He owns a mammoth irrigated farm in this county, and will grow it much of his attention.

## Whitesons Burn a Farmer's Hay.

CHAMBERLAIN, S. D., Jan. 19.—(Special).—A whiteback band is striving to regulate affairs in a portion of Aurora county. A farmer whose name could not be ascertained by your correspondent, but who it is said has recently received several anonymous communications warning him to leave the county, was raided by unknown parties, who set fire to and destroyed a large quantity of his hay.

## Sioux Falls Commercial Club Officers.

SIOUX FALLS, S. D., Jan. 19.—(Special).—The annual election of the Commercial club resulted in the choice of J. K. Haughton for president, D. L. McKinley for vice president, Frank Hyde for secretary and F. L. Bidwell for treasurer.

## Washington News Notes.

The Pacific Messenger company of Tacoma has purchased the plant and franchise of the American District Messenger company for \$20,000.

The enrollment at the state school of science at Pullman since September has amounted to 326, an increase of thirteen over the total registration last year.

The treasurer of Skagit county says that within the past two months he has collected \$20,000 on an extension of taxes which has been outstanding as far back as 1885.

The steamer transportation rates on beer from Tacoma to Seattle and from Tacoma to Whatcom and other Lower Sound points are to be advanced from 29 to 30 cents within the next few days, if not immediately.

The annual report of Fish Commissioner Little will show that the salmon pack of Puget sound for 1897 was 484,029 cases, as compared with 312,361 cases in 1896. The increase in one year's production was 171,668 cases or over 55 per cent. The increased revenue will amount to over \$200,000.

The Stevens county commissioners have pigeonholed the proposition for funding bonds of the county at 6 per cent. The bonds were to be redeemable in ten years and would have matured to twenty years. The commissioners were inclined to the belief that the county will be on a cash basis within five years.

The Adair drainage district has been set off by vote of those interested and the citizens of Colville are moving to establish a district to comprise a tract of about 20,000 acres of submerged land along the Colville river in the neighborhood of the town. Most of this land can be drained by turning to account as timber land and will yield two tons of that commodity to the acre, a value of 40,000 tons of hay that will readily sell at \$10 per ton, or a sum total of \$600,000.

## TO CALIFORNIA AND RETURN

Story of the Journey of an Iowa Man in Search of Gold.

## CROSSING THE PANAMA ISTHMUS

Hardships Endured in California and on the Way Home—Experiences on the Ocean Ship—Founding a City in Iowa.

Harvey Willis of Perry, Ia., was one of the thousands who went to California nearly fifty years ago to seek a fortune and found one by returning to the agricultural states of the Mississippi valley. The Perry Chief has an extended biography of the man, from which the following is taken: Uncle Harvey was born nearly 67 years ago, on the 15th day of April, 1831, in Wayne county, Indiana, of Quaker parents, to whom may be due the modesty, reticence and self-depression with which he speaks of himself. Until his 19th year he served an apprenticeship on his father's farm, and in a woolen mill, very little occurring to mar the monotony of the young man's life. At about this period, 1850, the gold excitement broke out in California, and the mining fever seized the people. Harvey had studied the plows, arisians their tools, lawyers their briefs, doctors their patients, preachers their pulpits, all to make a rush for the new Eldorado. Young Willis, then just turning his 19th year, was among the first in his section to catch the fever, and on the 1st day of April, 1850, with a single companion, he started for the far away gold fields. The two boys made their way to Cincinnati, thence by boat to Cairo, Ill., where they shipped to St. Joe, on the Missouri, the trip taking them a week. Here they remained until the 20th of the month, outfitting for the long trip across the plains. Forming a partnership with six others as adventurous as himself, Uncle Harvey invested the money at his command in six yokes of oxen and two wagons loaded with provisions and supplies, and just as the grass began to look green, with faces toward the setting sun, commenced their 2,000-mile tramp.

## ACROSS THE PLAINS.

The trip across the plains and mountains was full of hardships and incidents. Many wandering bands of Indians were encountered, and Uncle Harvey tells of many narrow escapes he had from being scalped. He walked almost the entire distance from St. Joe to Sacramento, and then to the mines, and more than once came across Indian camps that he was compelled to go away from walking backwards. It was along in September when the little band, footsore and weary, but full of zeal and hope, halted their oxen in the mining camp of Hamilton on the American river. In a few days wagons and oxen were sold, and after a short pleasure tramp down Sacramento valley, about 100 miles south, Uncle Harvey returned to Hamilton and commenced placer mining in company with a capitalist who had taken a fancy to him. Uncle Harvey was to look after the mine and receive the cooking as his share of the work and eleven months he was taken ill, the result of which was that he had to leave the mine and go home. He was so ill that he could not get out of the mountains or he would die. In the settlement he received about \$2,000 for his share, with which he went down to the mines, and he intended to remain until he got well and then return to the mines, where his interests would pay him at least \$15 per day. But his illness expended so much of his money that he was compelled to leave the mines and go home. He was so ill that he could not get out of the mountains or he would die. In the settlement he received about \$2,000 for his share, with which he went down to the mines, and he intended to remain until he got well and then return to the mines, where his interests would pay him at least \$15 per day. But his illness expended so much of his money that he was compelled to leave the mines and go home. He was so ill that he could not get out of the mountains or he would die. 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